

# C-17 REPAIR PARTNERING UUT LOANS



U.S. AIR FORCE





## UUT Loans:

- **Assets Utilized by the Source of Repair (SOR) to Perform Fit Checks, Test Development Actions and Other Activities Required to Establish Full or Partial Repair Capability for an End Item. The UUT May Be the End Item Itself or a Component of the End Item, but Is Always a Reparable Item**

**The Requesting ALC Is Responsible/Accountable for the Asset Until It Is Returned to Boeing in the Agreed to Condition. This Is True Even in the Event the Requestor Provides the UUT to a Sub-Tier Vendor.**

## Focal Point Established for All Requests:

- **UUT Loan Requests Must Be Submitted *In Writing* to the Following:**
  - Booth, Marcia (562) 221-0561marcia.a.booth@boeing.com
  - Harwood, Bryan (562) 593-2953bryan.harwood@boeing.com
  - Hattabaugh, Susan (562) 593-2940susan.k.hattabaugh@boeing.com



**UUT Loan Requests (Cont.)**

- **Written Requests Must Contain the Following Information:**
  - **Part Number**
  - **National Stock Number**
  - **Need Date(s) \***
  - **Duration of Loan**
  - **Ship to Address**
  - **Return Date(s) (Date Asset Will Be Returned to Boeing Custody) \***
  - **Desired Condition of UUT (Indicate Whether an Asset Needs to Be Serviceable or If a Condemned or Unserviceable Asset May Be Utilized) \***
  - **Any Special Requirements/information/comments**
  - **Requesters' Name, Address, Phone Number and Email Address**
  - **Contacts Name, Address, Phone Number and Email Address If Different From Requestors'**

\* See Back-Up Data Chart



### Supply Support Partnering OPRs

- **Perform Verification That Item(s) Are on the DMAWG Approved Candidate List**
  - No = Notify Requestor and Stop Work
  - Yes = Process the Request
- **Monitor Progress/Availability of Requirement - Provide Requestor With Regular Feedback/Status.**
- **Facilitate Problem Resolution of Unavailable Assets With Requestor, Asset Management, ROR and Supply Support Management**
- **Perform Monthly Reporting Activities Including**
  - Status of All UUT Loan Requests
  - Request Dates
  - Scheduled/Actual Shipped Dates
  - Scheduled/Actual Return Dates
- **Ensure UUT Loan Database Is Updated With the Most Current Information**



## **Asset Management**

- **Provide the Following For Each Loan Request**
  - **Asset Manager Name, Phone Number and Email Address**
  - **Unit Replacement Price and Procurement Lead Time**
  - **Asset Availability, i.e.: Spares, RO Levels, Qty on Order/ECD, Qty in ROR/ECD**
  - **Additional Configurations and Effectivity**
  - **Identify Any Pending or in Process Engineering Changes**
- **Perform Supportability Analysis to Determine/Evaluate If Request(s) Can Be Supported Without Impact to Program Performance/Metrics**
  - **YES = Authorize and Direct Shipment of the Asset(s)**
  - **NO = Provide Specific Details Causing the Non-Availability of the Asset(s)**



## Repair of Reparables (ROR)

- **Provide WIP Status to Asset Manager**
- **Create an Administrative No Cost “LOAN DSO”**
- **Loaned Assets Are Excluded From ROR Metrics Such As Induction, Return, TAT/AGE, Etc.**
- **DSO Faxed to Appropriate Contracting Officer for Signature**
- **Track Shipment Through Receipt, Update Records As Necessary**





- In some instances it may be possible to schedule an asset to support the SOR needs on an “as needed” basis. For example, a SOR may require an asset for a 2 week period to perform fit checks with their test equipment. A UUT may not be required to support testing activities by the SOR for several months after the initial fit check is completed. Additionally, it may be possible to utilize a condemned or unserviceable asset for fit check purposes, while a serviceable asset is required to support testing verification.
- In the situation described above, it would be in the best interest of the program to schedule an unserviceable or condemned asset to support the timeframe required to complete the fit check by the SOR, and schedule a second serviceable asset to support the timeframe required to complete the testing/verification phase.
- This pre-planning would maximize serviceable assets availability to support program requirements and minimize any potential impacts to fleet availability or issue effectiveness.